

ESTABLISHED 1857.

PRICE \$2. PER MO.

SHIPPING

SHIPPING

ARRIVALS.

Oct. 16, LY-ER-MOON, German str., 1,235, G.
Heidermann, Shanghai 13th Oct., General—
—SIEMSEN & Co.

Oct. 17, PEKING, German str., 994, Schultz
Cantor, 17th Oct., General.—SIEMSEN
& Co.

Oct. 17, CHINA, German str., 1,140, P. Voss
Odessa 13th Sept., General.—MELCHERS &
Co.

Oct. 17, PALAHED, British str., 1,489, C. Jack-
son, Swatow 16th Oct., General.—BUTLER

WIRE.
ISI, British steel

FIELD & SWIRE.
Oct. 17, **BEIMINDI**, British steamer, 2,129, E Street, Bombay 2nd A. O., and Singapore 11th Oct, General—P. & O. S. N. Co.
Oct. 17, **CLARA**, German steamer, 557, H. Island, Haiphong 15th Oct, General—A. E. MAR-
TY.
Oct. 17, **HOLSTEIN**, German steamer, 1,103, J. Bruha, Saigon 15th Oct, Rice and General—
—TUNG KIE & Co.
Oct. 17, **WHAMPOA**, British str, 1,190 Immanu-
Wuhu 12th Oct, Rice—BUTTERFIELD &
—SWIRE.
Oct. 17, **YIKSANG**, British str, 817, Galsworthy

issued on October 1st, 1891. Attention is called
New Scale of Prices.

MOUTRIE, ROBINSON & CO.
(from J. BROADWOOD & SONS and COLLARD & COLLARD),
THE PIANO, ORGAN, AND MUSICAL INSTRUMENT WAREHOUSE,
UNDER HONGKONG HOTEL.
— AND AT LONDON, SHANGHAI, KOBE, AND YOKOHAMA.

19 Years' Extensive experience in China and the only Firm of trained and practical people devoting themselves entirely to the Music and Musical Instrument Trade. [s1277]

W. BREWER Has just received	CUTLER, PALMER & Co., Shippers to CHINA for over half a Century. Established in Europe in 1815.
---------------------------------------	--

Polyglot Correspondent—English, French,
 German, and Spanish.
 Domestic Medicine, by Thompson & Steele.
 Sheard's Comic Annual. 1892.
 Maynard's
 "New Dance Albums. 1892."
 Price \$10.75 per 1 dozen quarts.
 CUTLER, PALMER & Co's
 "PALL MALL" WHISKY,
 very old and high class. Each bottle contains
 an analyst's certificate. The Whisky is
 genuine. *awed.*

W. POWELL & CO.

CARPETS, TAPESTRIES, CRETONNES,
and all Furnishing Requisites.

KELLY & WALSH, LIMITED.
MARION CRAWFORD'S New Novel, *The Witch of
Ergue*. Special Cheap Colonial Edition.
Capt Hayes' Veterinary Notes. New Edition.
Best Champion Boxing Gloves.
Association Footballs and Spare Bladders.

Established London and Bordeaux, in 1815
Shippers over half a century.
Apply to G. C. ANDERSON, of Messrs
JARDINE, MATHESON & Co.,
Hongkong.

SHANGHAI RACES.

THE MESSEAGERIES MARITIMES CIE
AND
THE PENINSULAR & ORIENTAL
STEAM NAVIGATION CO. C.

BOTTLE, Certificated, splendid quality.
C. CUTLER, PALMER & Co.'s Own, from
from Fuel Oil, A 1 quality.
a. Apply to G. C. ANDERSON, of Messrs
JARDINE, MATHESON & Co., or Messrs. MESSE-
SERS & Co.
b. Apply to Messrs. JANE, CRAWFORD & Co.

FROM the First NOVEMBER the SHANGHAI BUTCHERY will be prepared to supply BRAWN, LARD in Bladders, Fresh and Pickled ENGLISH PORK, SAUSAGES, &c.

Also

The Finest SCOTCH WHISKY, guaranteed absolutely pure, as supplied to THE HOUSE OF LORDS, NAVAL AND MILITARY MESSERS AT HOME AND ABROAD, &c.

Medals at Edinburgh, London, Calcutta, and Jamaica.

... ..

THE AUSTIN ARMS HOTEL AND
BUILDING COMPANY, LIMITED,
DEBENTURES.

THE attention of DEBENTURE HOLD-
ERS is called to an advertisement which
appears in another column of this Paper to the

NOTICE is hereby given, that **INTEREST** will be Charged on all **CALLS** due on Shares of the **NATIONAL BANK OF CHINA, Limited**, as and from the 16th instant, in accordance with the **Articles of Association**.

Months on the OLD ISSUE:—
 £13 Shares from 1st January to 10th March,
 £15 " " 10th March to 30th June,
 NEW ISSUE:—
 £4 Shares from 1st January to 10th April,
 £6 " " 10th April to 30th June,
 at the rate of 2/6^{3d} per Share on the Old Shares

HONGKONG HOTEL COMPANY,
LIMITED,
6 PER CENT. DEBENTURES.
NOTICE.
INTEREST on the above Debentures for

Hongkong, 13th October, 1891. 1238
A. S. WATSON & CO., LIMITED.
TO AERATED WATER MANUFACTURERS AND OTHERS.

Hongkong, 18th August, 1891.

HOTELS.

PEAK HOTEL, VICTORIA GAP.

every comfort, convenience and attention.
The Cuisine is under the best supervision
and every luxury obtainable is supplied.
TERMS MODERATE.
[TELEPHONE No. 29.] [131]

THE IMPERIAL HOTEL, LD.,

THIS FINE HOTEL is situated within five minutes' drive of the terminus of the Yokohama-Tokyo Railway, and is in near proximity to the Imperial Palace, the Parliament House, and the Chief Public Offices.

than in any other portion of Japan. All the noted actors, wrestlers, and jugglers make the capital their head-quarters.

RATES \$3 TO \$4.50 PER DAY.

C. S. ARTHUR,
Manager.

(Continued)

General Agents,
Canton Insurance Office, Ltd.
Hongkong, 6th October, 1891. 12270

HONGKONG FOOTBALL CLUB.

THE ANNUAL GENERAL MEETING
for the purpose of receiving the Committee's Report and Accounts for the year 1890-1891.

THE Undersigned, decorated with the Royal Order of Isabella the Catholic, begs to inform the Public that he has a large Collection of Goods for Sale in his Shop, such as—
IVORY, SANDALWOOD, LACQUER WARE, all kind of FINE EMBROIDERIES, CLOTH, BROADS, &c.

1356) CHUN QUAN KEE,
SI SING KAI,
CANTON

AUCTIONS

(GREAT SALE OF FURNITURE)

THURSDAY, the 23rd OCTOBER, 1891,
commencing at 2.30 P.M.,
at CONNAUGHT HOUSE, QUEEN'S ROAD.—
The Handsome **DRAWING ROOM**
SUITES in Brocade, Tapestry, and Velvets.
Velvet and Marble-Top Occasional **TABLES**.
CABINETS, **DAVENPORTS**, and **BOU-**
DAIR **FURNITURE**.

FOLDING BEDSTEAD with Spring, and
HAIR MATTRESS and bevelled mirror front.
This Sale is to be followed on **SATURDAY**
the 24th. OCTOBER, by a sale of the various
and handsome **UPHOLSTERY STOCK** of
TAPESTRY, VELVETS, FLUSH, and
other COVERINGS; FRINGES, GIMPS,

THE Undersigned have received instruction
to Sell by
PUBLIC AUCTION,
ON
SATURDAY, the 24th OCTOBER, 1891,
at 2.30 P.M.,
at the Chamber of Commerce, lately vacated

The Mill, Gearing, and Engine are complete with the exception of a few minor details. This Mill, Engine, and Gearing are extra strong; makers, Manlove, Alliott & Co., Nottingham.

One 28 inches diameter Three Roller CAN CRUSHING MILL with Double Gearing, t

for driving Centrifugals.
Sandy FITTINGS.
1 JIB CRANE to lift 3 tons, suitable for
Wharf or Cargo Lighter.
Also,
One STEAM WINCH.
TERMS OF SALE.—Cash on delivery.

at AUCTION at KOBÉ, on THURSDAY, 29th OCTOBER, 1891, at 11 o'clock A.M.
The Anchors and Chains, Sull of Sails, Boat
Tanks, and Stores will be sold separately.
For particulars address
Capt. VICKERY,
Kobé.

100

Oct. 19, LAIBACH, German steamer, 302, N. Emka, Canton 18th Oct., General.—MEYER & Co.

Oct. 18, ALWINE, German str., 400, C. Petersen, Pakhoi 15th Oct., and Hoihow 17th General.—WIELE & Co.

Oct. 18, DIAMOND, British steamer, 1,030, Alex. Snow Straits, and Hoihow 17th Oct. (General).

AT THE HARBOR MASTER'S OFFICE.
17TH OCTOBER.
Chowfa, British str., for Swatow.
Sishan, British str., for Swatow.
Namoa, British str., for Swatow.
Triumph, German str., for Hoihow.
Smith, Chinese str., for Swatow.
Japan, Japanese str., for Nagasaki.

Oct. 17, **WHAPOA**, British str., for Canton.
Oct. 18, **ASAGAQ**, Japanese str., for Nagasaki.
Oct. 13, **CHINGU**, British str., for Shanghai.
Oct. 13, **CROWFA**, British str., for Bangkok.
Oct. 13, **DIAMANTE**, British str., for Malilla.
Oct. 18, **NAMOA**, British str., for Swallow.
Oct. 18, **SIBKAN**, British str., for Swatow.

Mr. Adams, and 6 children. Messrs. Lange
Caldwell, and Lee Soo, and 425 Chinese.
Per *Brindisi*, str., from Singapore.—215 Chi-
nese.
Per *Hailoong*, str., from Tamsui, &c.—Mr.
Polley.
Per *Diamond*, str., from Penang, &c.—Messrs.

Mr. Harry Hall	Mr. P. Vernard
Mr. P. Harcourt Huggett	Mr. P. W. Willard
Mr. Matthew Luce, Jr.	
VICTORIA HOTEL	
Mr. A. Abrahamson	Capt. Posthumus
Mr. M. Alsberg	Miss L. Roberts
Mr. & Mrs. Alex. Brown	Mr. G. W. Samuels
Capt. Brabin	Mr. Frank Saxby
Mr. W. Deane	Mr. W. E. Sherr

Mr. Fanwick	Miss Reading
Hon W. M. Goodman	Mr. A. Bowa
Mr. Gossman	Dr. Edge
Mr. & Mrs. Hamskerk and children	Mr. and Mrs. Seip and children
Mr. & Mrs. H. Humphreys	Ms. Taylor
Mr. J. A. Jupp	Ms. G. T. Veitoh
Mr. D. E. Law	Mr. A. G. Wood

TO-DAY.
Meeting of Legislative Council, 3 p.m.
Regimental Band, Public Gardens, 8.30 p.m.
"The Ballerina" at the Theatre Royal.

Mainland in the distance, and on the other side hills and mountains; with the sea beyond dotted with islands as far as the eye can reach, surrounded by extensive promenades and pleasure grounds, including three good Tennis Courts. The Mount Promenade alone is nearly an acre in extent.

room and every convenience.
 Tramway Tickets will be supplied to Visitors
 at Reduced Rates.
 For terms apply to the SECRETARY at the
 COMPANY'S OFFICE, 33 and 40, Queen's Road
 Central, Hongkong.
 Hongkong, 1st June, 1891. [108]

(continued)

INCIMATIONS.

HONGKONG TRADING CO., LD.

Ex S.S. "GLENORRY."

CALF LEATHER WALKING SHOES.

CALF LEATHER LACE BOOTS.

TAN AND RUSSIA LEATHER TENNIS

SHOES, DRESS SHOES, COURT

SHOES.

BLACK, NAVY BLUE, AND COLOURED

CASHMERE HALF-HOSE.

LISER THREAD AND SILK SOCKS, for

Evening Wear.

HONGKONG TRADING CO., LIMITED.

GOLD MEDALS 5 SILVER MEDALS

By Appointment.

KUHN & CO.

HONGKONG, YOKOHAMA,

(Established, 1899).

THE ORIENTAL FINE ART DEPOT.

Known as the Oldest and most reliable Estab-

lishment in the East.

Hongkong, 9th February, 1891.

BROWN, JONES & CO.

ITALIAN AND AMERICAN MARBLE

MONUMENTS AND MEMORIALS

IN STOCK.

METALLIC AND PORCELAIN

VASES AND CRUCES.

A SKILLED EUROPEAN STONEWORKER

SUPERINTENDS ALL WORK.

PROFIT ATTENTION TO ORDERS FROM

COASTAL PORTS.

Hongkong, 7th August, 1891.

A. S. WATSON & COMPANY,

LIMITED.

VEGETABLE AND FLOWER

SEEDS.

SEASON 1891-92.

PER S.S. "SHANGHAI."

We have received our second supplies of

FRESH GARDEN SEEDS,

and we are now offering all orders for

the same. Orders to Catalogues with

directions for sowing can be obtained on

application or will be posted to any address. In these

Catalogues the seeds are marginally numbered

in English and Chinese, and when ordering it is

quite sufficient to state the numbers of the kind

required.

N.B.—All seeds are tested on arrival before

being sent out.

DISCOUNTS.

Orders from one person, of from \$5 to \$10

a 10% discount.

Orders from two persons, over \$10 allowed an

extra 5% discount.

NARCISSUS BULBS.

(The Chinese Spring Flower).

A supply just received from the North.

Early application is requested.

GLASS FERTILIZERS.

A high class fertilizer for pot plants and for

use in the garden generally. It is a pure nitrate

of ammonia, and is sold in the form of a powder

which can be used in any quantity. It is the

best fertilizer for all plants, and is sold in the

form of a powder which can be used in any

quantity. It is the best fertilizer for all

plants, and is sold in the form of a powder

which can be used in any quantity. It is the

best fertilizer for all plants, and is sold in the

form of a powder which can be used in any

quantity. It is the best fertilizer for all

plants, and is sold in the form of a powder

which can be used in any quantity. It is the

best fertilizer for all plants, and is sold in the

form of a powder which can be used in any

quantity. It is the best fertilizer for all

plants, and is sold in the form of a powder

which can be used in any quantity. It is the

best fertilizer for all plants, and is sold in the

form of a powder which can be used in any

quantity. It is the best fertilizer for all

plants, and is sold in the form of a powder

which can be used in any quantity. It is the

best fertilizer for all plants, and is sold in the

form of a powder which can be used in any

quantity. It is the best fertilizer for all

plants, and is sold in the form of a powder

which can be used in any quantity. It is the

best fertilizer for all plants, and is sold in the

form of a powder which can be used in any

quantity. It is the best fertilizer for all

plants, and is sold in the form of a powder

which can be used in any quantity. It is the

best fertilizer for all plants, and is sold in the

form of a powder which can be used in any

quantity. It is the best fertilizer for all

plants, and is sold in the form of a powder

which can be used in any quantity. It is the

best fertilizer for all plants, and is sold in the

form of a powder which can be used in any

quantity. It is the best fertilizer for all

plants, and is sold in the form of a powder

which can be used in any quantity. It is the

best fertilizer for all plants, and is sold in the

form of a powder which can be used in any

quite as much liberty to travel and reside in

the interior of China as they can make any

profitable use of. But the general question

of the revision of Treaties, is one that would

interest residents in China very much more

than it does the general public. The subject

has sufficient attraction for many of our

readers to warrant us in once more

referring to it. The difference between the

Japans and ourselves appears to be one of

apprehension, and the case is fairly

enough stated by our contemporary. That

paper sets an extremely high value on the

liberty to travel, without passport or other

restriction, through the length and breadth

of Japan; and we are not concerned to

dispute the estimate, if regarded from the

point of view of artists, savants, or

dilettanti. Considered in its commercial

aspect, however, we venture to doubt

whether the game be worth the candle.

It is unfortunate for us that in this

view we have opposed to us the whole body

of British merchants in Yokohama, whose

memorial on the subject to their Minister in

1893 is quoted with approval by the Japan

Mail. But in a matter of speculative policy

we confess we hardly share our esteemed

contemporary's boundless faith in the

infallibility of the Yokohama merchants; and

because the men are of the same race and

culture as other commercial bodies, which

have been now found "at fault" in their

straying beyond their daily beat. It would

be worth something to see the British mer-

chant of Japan "in the interior, meeting

"face to face with the real producers con-

sumers, they arranging in person the terms

of trade, and the business without the inter-

vention of third parties"; and as there

are excellent photographers and artists in

the land of the Sunrise we should enjoy

seeing his picture taken "before" and

"after" that interesting expedition into

the interior. Have the merchants and the

Mail really considered who are the pro-

ducers, in any country, and who the con-

sumers, and have they ever observed who

and what manner of men they are who effect

the desiderated contact with these two in-

teresting classes? Is it not the function

of the wireless Jew and the shipload pedlar

in the West, the village usurer in the East,

and shady adventurers of the meanest di-

mensions in any country? In the hands of

the highest industrial development—such as

England—who is the merchant, as we use

the word, who could live by direct contact

with producers and consumers? Foreigners

do indeed settle in great numbers in Eng-

land and other such countries for purposes

of trade. Do they seek the "real" producers

and consumers? Do they settle at Market

Harbour, Davao, or even Penang? "Not

there! Not there!" indeed, but in the

brick wilderness and grimy alleys of London,

Manchester, and Glasgow. The legend of

the Hebrew, greatly drawn, who elarved on

the confines of Aberdeenshire has surely a

lesson for those who are open to learn some-

thing about trading in the interior of a coun-

try. Of course it is hard to prove a nega-

tive, and if any one chooses to maintain that

there are fortunes waiting for those foreign-

ers who shall travel without a passport and

own real estate in Japan, he places himself

beyond the reach of contradiction. Only

reasoning from the known to the unknown,

we have taken the liberty to doubt the pro-

position. Restriction on travel and resi-

dence in the interior is not to be commended

for its own sake, but we question whether

it is worth making any substantial sacrifice

to obtain its removal.

That in no country in the world is proba-

ble trade carried on by foreigners traveling

the interior would be an absurd assertion to

make. All Africa would rise up to attest to

this. But neither in the very black

nor the very white continent are parallels

and precedents usually sought for to guide

the progress of Japan. Our illustration of

inland trading was taken exclusively from

her nearest neighbour, the empire of China,

and our conclusion has been paraphrased by

our Yokohama contemporary in these words:

"Illegal trade in the interior of China

though the medium of Chinese, having re-

sulted disastrously in former years, un-

restricted trade in the interior of Japan by

foreigners in person must eventually equal

"unfavorably." "This," the writer goes

on to say, "is a fair sample of the

"reasoning to which we are habitually

"treated by the opponents of Revision."

Our contemporary here loses his habitual

lucidity, for this is no sample of

anybody's reasoning, neither are we "op-

ponents of Treaty Revision." It is only a

sample of how the mud may be cleverly

stirred up so as to obscure what was before

clear. But, after all, the experience of China

ought to count for something to a neigh-

bouring country, where the like experience

is yet to gain; where it is as well to

say the candid readers of the Japan Mail—or

any of them who may see these lines—right

as to what the experience of China actually

has been. What our respected contemporary

may mean by "illegal trade in the interior

of China" we do not know; but if it refer

to what was done anterior to the present

treaties we will make him a present of all

that—though the only illegal trade that was

done then happened to be very profitable—

and cito only the doings of the post-tri-

tary period. For then it was that "the medium

of Chinese" was, as far as possible, dis-

persed with, and "foreigners in person"

attempted "to arrange the terms and extent

of their business." The "terms" were

false, the "extent" overwhelming, and the

fact that the people who ventured on this

line of business were all ruined, excepting

one house which possessed vast resources,

is surely the most significant comment that

can be made on the privilege of trading in

the interior. Could we wind up our argu-

ment any better than we did in the sentence

which the Japan Mail quotes from our former

article in 1900 to travesty it? "If what

"has proved such a general failure in China

"should turn out a success in Japan, it

"would be the most noteworthy fact in con-

"nection with trade in the inland empire."

Treaty revision may be good or bad, but

it is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

is good if it is good if it is good if it

LONDON, 22nd September.
The threatened strike of dock labourers at the Victoria Dock, London, has been averted.

It is stated that the strike of carpenters in London, which has now lasted for some time and still continues with no prospect of a settlement, has already cost the unions a sum of £50,000.

LONDON, 23rd September.
At the meeting of the Dockers' Congress at Hull yesterday, Mr. Benjamin Tilt, secretary of the Dockers' Union, stated that the union would consist of 120,000 members.

Mr. Tom Mann has resigned the position of general secretary of the Dockers' Union, and General Labourers' Union.

The services employed in the construction of the Amoy section of the Suiyuan Railway have been suspended in consequence of the contractor supplying them with bad food.

GRAIN SHIP AT HAMBURG.
In consequence of the stoppage of a quantity of grain is now being imported overland into Germany, and there are at the present time eighty ships with grain cargoes awaiting discharge at the port of Hamburg.

TREATMENT OF ORES.
Mr. Conrad Newbery, the well-known gold and metallurgist, of Melbourne, is now experimenting in Germany with the Schaffhausen-Lurgi process for the treatment of ores, and the results are so far promising that he has been invited to visit the German Empire.

APPEALING CASE.
Professor Scherzer, who arrived for the purpose of investigating the sulphate ores at Broken Hill and determining the value of the same, has been informed that the British district will be increased to the tune of several millions sterling.

A NEW FUEL.
The British Company, after testing the lignite obtained at Lillid, New South Wales, and Yarrig, in Victoria, concludes that it is not only a good fuel, but also a good material for steam and for the manufacture of gas.

SERIOUS FLOODS IN FRANCE.
Floods of a very serious character have occurred in the Department of Aude, in the south-west of France. The floods have not only done a great amount of damage, but a number of lives have been lost.

THE DISASTROUS FLOODS IN SPAIN.
The numbers of the victims of the floods in Spain, which have been about 2,000 to 3,000, are now being ascertained by the Government.

LONDON, 23rd September.
The assistance of the British Government in the rebuilding of the town of Orense, which was almost destroyed by the recent floods, has been given a large sum of money.

THE GERMAN RAILWAY ACCIDENT IN SPAIN.
A disastrous railway collision occurred today at Burgos, in Spain, fourteen persons being killed and twenty-four injured.

Later information shows that the train, which was carrying a large number of troops, was derailed by a landslide, and the engine and several of the coaches were overturned.

THE RAILWAY COLLISION AT BURGOS.
It appears that the railway collision at Burgos was the result of a mistake made by a clerk in signalling that the line was clear, when it was in fact occupied by a train.

THE RAILWAY COLLISION AT BURGOS.
The railway collision at Burgos, which occurred today, was the result of a mistake made by a clerk in signalling that the line was clear, when it was in fact occupied by a train.

THE RAILWAY COLLISION AT BURGOS.
The railway collision at Burgos, which occurred today, was the result of a mistake made by a clerk in signalling that the line was clear, when it was in fact occupied by a train.

THE RAILWAY COLLISION AT BURGOS.
The railway collision at Burgos, which occurred today, was the result of a mistake made by a clerk in signalling that the line was clear, when it was in fact occupied by a train.

THE RAILWAY COLLISION AT BURGOS.
The railway collision at Burgos, which occurred today, was the result of a mistake made by a clerk in signalling that the line was clear, when it was in fact occupied by a train.

THE RAILWAY COLLISION AT BURGOS.
The railway collision at Burgos, which occurred today, was the result of a mistake made by a clerk in signalling that the line was clear, when it was in fact occupied by a train.

THE RAILWAY COLLISION AT BURGOS.
The railway collision at Burgos, which occurred today, was the result of a mistake made by a clerk in signalling that the line was clear, when it was in fact occupied by a train.

THE RAILWAY COLLISION AT BURGOS.
The railway collision at Burgos, which occurred today, was the result of a mistake made by a clerk in signalling that the line was clear, when it was in fact occupied by a train.

THE RAILWAY COLLISION AT BURGOS.
The railway collision at Burgos, which occurred today, was the result of a mistake made by a clerk in signalling that the line was clear, when it was in fact occupied by a train.

THE RAILWAY COLLISION AT BURGOS.
The railway collision at Burgos, which occurred today, was the result of a mistake made by a clerk in signalling that the line was clear, when it was in fact occupied by a train.

THE RAILWAY COLLISION AT BURGOS.
The railway collision at Burgos, which occurred today, was the result of a mistake made by a clerk in signalling that the line was clear, when it was in fact occupied by a train.

THE RAILWAY COLLISION AT BURGOS.
The railway collision at Burgos, which occurred today, was the result of a mistake made by a clerk in signalling that the line was clear, when it was in fact occupied by a train.

THE RAILWAY COLLISION AT BURGOS.
The railway collision at Burgos, which occurred today, was the result of a mistake made by a clerk in signalling that the line was clear, when it was in fact occupied by a train.

THE RAILWAY COLLISION AT BURGOS.
The railway collision at Burgos, which occurred today, was the result of a mistake made by a clerk in signalling that the line was clear, when it was in fact occupied by a train.

LONDON, 23rd September.
The German military attaché speaks in terms of high praise of the behaviour of the French forces in the military manoeuvres, which have just taken place.

Two men have been arrested at French spies on the walls of the fortress of St. Paul.

It is stated that the Emperor William of Germany has privately declared that he will never precipitate a war, and that which is to be gained by such a step.

The capture of the birth of the German patriot poet Körner was celebrated throughout Germany today with great enthusiasm.

The whole of the German Empire, which was the imposition of a heavy tax on foreigners, hoping thereby to prevent Germans from entering France.

LONDON, 23rd September.
The Cologne Gazette expresses the opinion that the recent relaxation of the passport regulations in Alsace and Lorraine is the result of the most recent compromise by the French and German Governments.

THE BARRAGE QUESTION.
The Berlin Post, commenting on the relations between Russia and Austria, asserts that the latter Power would not regard the capture of Constantinople by Russia as a cause belli.

The Emperor Francis Joseph of Austria has declared that the Austrian army is in every respect ready for war.

LONDON, 23rd September.
The policy of the Austrian Minister for War as regards raising the peace feeling of the army and establishing a third fortified camp in Galicia has been explained by the Emperor.

The entire Press of St. Petersburg is unanimous in opposing the project for holding an international conference to settle the question of the opening of the Danube to foreign ships.

LONDON, 23rd September.
The Moscow Gazette asserts that Russia has no intention of making any aggression on the part of Great Britain.

It is reported that, fearing an attempt on the part of Russia to obtain a passage through the Bosphorus for her fleet, the British Government is making inquiries as to whether the Triple Alliance would resist in repelling any such attempt.

According to a recent cablegram it was reported that Russia had made a proposal to Romania to exchange Russian Bessarabia for the Dobruja, which, in consequence of its position to the south of the Danube, is of considerable strategic importance.

LONDON, 23rd September.
The Sultan of Turkey, as viceroy of the country, has in hidden the Bulgarian Government to issue a warning against the effect of the Triple Alliance.

AFRICA AND ENGLAND.
The French Press discards the report that France and Russia intend to make a joint demand for the evacuation of Egypt by the British.

LONDON, 23rd September.
Mr. Arminius Vambury, the well-known authority on Central African affairs, declares that the assistance of the British Government in the rebuilding of the town of Orense, which was almost destroyed by the recent floods, has been given a large sum of money.

LONDON, 23rd September.
The German Emperor has given a large sum of money to the rebuilding of the town of Orense, which was almost destroyed by the recent floods.

LONDON, 23rd September.
The German Emperor has given a large sum of money to the rebuilding of the town of Orense, which was almost destroyed by the recent floods.

LONDON, 23rd September.
The German Emperor has given a large sum of money to the rebuilding of the town of Orense, which was almost destroyed by the recent floods.

LONDON, 23rd September.
The German Emperor has given a large sum of money to the rebuilding of the town of Orense, which was almost destroyed by the recent floods.

LONDON, 23rd September.
The German Emperor has given a large sum of money to the rebuilding of the town of Orense, which was almost destroyed by the recent floods.

LONDON, 23rd September.
The German Emperor has given a large sum of money to the rebuilding of the town of Orense, which was almost destroyed by the recent floods.

LONDON, 23rd September.
The German Emperor has given a large sum of money to the rebuilding of the town of Orense, which was almost destroyed by the recent floods.

LONDON, 23rd September.
The German Emperor has given a large sum of money to the rebuilding of the town of Orense, which was almost destroyed by the recent floods.

LONDON, 23rd September.
The German Emperor has given a large sum of money to the rebuilding of the town of Orense, which was almost destroyed by the recent floods.

LONDON, 23rd September.
The German Emperor has given a large sum of money to the rebuilding of the town of Orense, which was almost destroyed by the recent floods.

LONDON, 23rd September.
The German Emperor has given a large sum of money to the rebuilding of the town of Orense, which was almost destroyed by the recent floods.

LONDON, 23rd September.
The German Emperor has given a large sum of money to the rebuilding of the town of Orense, which was almost destroyed by the recent floods.

LONDON, 23rd September.
The German Emperor has given a large sum of money to the rebuilding of the town of Orense, which was almost destroyed by the recent floods.

LONDON, 23rd September.
The House of Commons would gladly welcome a conflict with the House of Lords on any question they might raise.

Cardinal Manning says that the waters of the world labourer is most in point of importance to the progress of religion.

Parley, the leader of the Baptist in Russia, has offered to send four years' salary in aid of the cause of the world labourer.

A disastrous fire has occurred in London, many of the houses in the district of St. Paul, which has been a cause of great alarm.

The fire broke out at about midnight in St. Paul's Church, and spread rapidly to the houses in the district.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

LONDON, 23rd September.
The House of Commons would gladly welcome a conflict with the House of Lords on any question they might raise.

Cardinal Manning says that the waters of the world labourer is most in point of importance to the progress of religion.

Parley, the leader of the Baptist in Russia, has offered to send four years' salary in aid of the cause of the world labourer.

A disastrous fire has occurred in London, many of the houses in the district of St. Paul, which has been a cause of great alarm.

The fire broke out at about midnight in St. Paul's Church, and spread rapidly to the houses in the district.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

LONDON, 23rd September.
The House of Commons would gladly welcome a conflict with the House of Lords on any question they might raise.

Cardinal Manning says that the waters of the world labourer is most in point of importance to the progress of religion.

Parley, the leader of the Baptist in Russia, has offered to send four years' salary in aid of the cause of the world labourer.

A disastrous fire has occurred in London, many of the houses in the district of St. Paul, which has been a cause of great alarm.

The fire broke out at about midnight in St. Paul's Church, and spread rapidly to the houses in the district.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

LONDON, 23rd September.
The House of Commons would gladly welcome a conflict with the House of Lords on any question they might raise.

Cardinal Manning says that the waters of the world labourer is most in point of importance to the progress of religion.

Parley, the leader of the Baptist in Russia, has offered to send four years' salary in aid of the cause of the world labourer.

A disastrous fire has occurred in London, many of the houses in the district of St. Paul, which has been a cause of great alarm.

The fire broke out at about midnight in St. Paul's Church, and spread rapidly to the houses in the district.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

LONDON, 23rd September.
The House of Commons would gladly welcome a conflict with the House of Lords on any question they might raise.

Cardinal Manning says that the waters of the world labourer is most in point of importance to the progress of religion.

Parley, the leader of the Baptist in Russia, has offered to send four years' salary in aid of the cause of the world labourer.

A disastrous fire has occurred in London, many of the houses in the district of St. Paul, which has been a cause of great alarm.

The fire broke out at about midnight in St. Paul's Church, and spread rapidly to the houses in the district.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

The fire was caused by a gas lamp, which had been left burning in the church.

The fire was extinguished by the fire engine, and the damage was not serious.

TO LET

IMMEDIATE POSSESSION.

A SIX ROOM HOUSE at the Peak ("The Falls") for 6 months, suitable for a furnished, or for a longer period unfurnished. For further particulars apply to J. Y. VERNON, Hongkong, 30th September, 1891. [2221]

TO LET

DESIRABLE OFFICE on FIRST or SECOND FLOOR, and GODOWNS, No. 13, PRATA CENTRAL. Apply to STOLTERPORT & HIRST, Hongkong, 29th May, 1891. [1276]

TO LET

NO. 4 WEST TERRACE. Immediate entry. Apply to O. C. ANDERSON, 13, PRATA CENTRAL, Hongkong, 1st August, 1891. [1835]

TO LET

FIVE ROOMS on the Upper Floor of the IDE COMPANY'S PREMISES in FOX-ROUSE LANE, and 8 LARGE OFFICES on the First Floor. Apply to the Manager at the Depot, or to JARDINE, MATHESON & Co., General Managers. Hongkong, 29th June, 1891. [1094]

TO LET

WINE IMMEDIATE POSSESSION. HOUSE, No. 39, WYNDHAM STREET. Apply to J. A. DE CARVALHO, Hongkong, 14th October, 1891. [2240]

TO LET

KOWLOON POINT, "Approaching completion, in suites of single rooms; three minutes' walk from Steam Ferry every quarter of an hour." "THE HOMESTEAD," KELLY STREET, WONG, 1st November. LANDLORD COAL STORAGE at WEST POINT, deep water frontage, and at KOWLOON, GODOWNS, as KOWLOON POINT. Apply to SHARP & Co., Telegraph House, Hongkong, 12th October, 1891. [46]

TO LET

COOMBE ROYAL, MAGAZINE GAP. Apply to J. A. DE CARVALHO, Hongkong, 14th October, 1891. [2240]

TO LET

OPEN to the S.W. MCKINSON, and below the Fog Level. Good Tennis Lawns. Four Commodious 6-roomed HOUSES. Apply to EWENS & BREE, Hongkong, 6th August, 1891. [1221]

TO LET

"WESTLEY." A DETACHED RESIDENCE, charmingly situated and very cool during summer months. Five Large Rooms. Gas and Water laid on. Rent \$70 a month. Apply to "WILD DELL BUILDINGS" (within ten minutes' ride of the Clock Tower). CHAMBERS or SUITES of APARTMENTS with every Convenience. Apply to Secretary, HUNTER'S ESTATE AND FINANCIAL COMPANY, LIMITED, Hongkong, 16th October, 1891. [2232]

TO LET

KIMBERLEY VILLAS, KOWLOON.—Two healthy situated Houses. WEST END TERRACE.—Two Commodious 4-roomed Houses. Rent moderate. Apply to SPANISH PROCUROTOR, Hongkong, 9th July, 1891. [1648]

TO LET

SHOP in PEDDER'S STREET presently occupied by Mr. Hahn. Apply to EDWARD SCHELLHASS & Co., Ltd., Hongkong, 25th July, 1891. [1633]

TO LET

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 7th August, 1891. [1875]

TO LET

THE Large and Commodious HOUSE, No. 32, WELLINGTON STREET. Apply to CHOI YENG, at Messrs Branda & Co., Hongkong, 25th July, 1891. [2192]

TO LET

SECOND FLOOR, DUNDRELL STREET, No. 3, Five Rooms, Bathroom and Pantry. Apply to EDWARD SCHELLHASS & Co., Ltd., Hongkong, 7th July, 1891. [1633]

TO LET

WITH IMMEDIATE POSSESSION. HOUSE, No. 12, ARBUTHNOT ROAD, known as the French Consulate. Apply to J. A. DE CARVALHO, Hongkong, 10th July, 1891. [1656]

TO LET

THE Large and Commodious HOUSE, No. 32, WELLINGTON STREET. Apply to CHOI YENG, at Messrs Branda & Co., Hongkong, 25th July, 1891. [2192]

TO LET

THE TOP FLOOR of GIBB, LIVINGSTON & Co.'s House, consisting of Five Spectacular Rooms and Three Bath Rooms, suitable either as Offices or Dwelling Apartments. Apply to GIBB, LIVINGSTON & Co., Hongkong, 15th July, 1891. [1690]

FOR SALE

SEPARATELY or IN BLOCKS of TWO or MORE HOUSES, TO SUIT PURCHASERS. Apply to JOHN A. JUPP, Secretary, The Audit Agency and Building Company, Limited, Hongkong, 28th July, 1891. [1797]

BOARD AND RESIDENCE

COMFORTABLE BOARD AND RESIDENCE, at MOUNTAIN VIEW HILL, BATHURST, Mrs. STAFFIELD, Hongkong, 1st August, 1891. [1830]

BOARD AND LODGING

COMFORTABLE FURNISHED ROOMS, with Board. Apply to Mrs. MATHUR, 2, Pedler's Hill, Hongkong, 18th July, 1891. [1716]

INTIMATIONS

KIRIN BEER. "I find the Beer to be a healthy, pure, and refreshing beverage, which can be most heartily recommended. The chemical analysis being most satisfactory, and fully entitled to wish the widest circulation." E. BARIL, M.D., Prof. Imp. University, Member Central Board of Health.

"I have much pleasure in testifying to the quality and purity of the Beer. I can well recommend it as a Beer admirably suited for this climate." ED. WHEELER, M.D., Surg. Gen. Hospital, Member Central Board of Health.

"Having made a thorough trial and examination of the Beer it affords me much pleasure to state that I find it exceedingly palatable, wholesome, and perfectly free from adulteration." STUART ELLIOTT, M.D., Surg. Gen. Hospital, Member Central Board of Health.

"I have no hesitation in reporting it to be an excellent Beer, and eminently well suited for the climate. I prefer it to any imported Beer." HENRY T. COX, Staff Surg. R.N., Naval Hospital, Yokohama.

Similar high testimonials have been received from Dr. GRAY, U.S. Naval Hospital, Yokohama; Dr. HALL, Dr. KLEPP, German Naval Hospital, Yokohama; Dr. THOMPSON, and other well-known Foreign and Japanese members of the Medical Profession.

AFONG PHOTOGRAPHER Has just added to his COLLECTION of VIEWS some NEW SCENES and Photos of NATURAL SCENES, which are obtainable in his Studio at Messrs. KELLY & WALSH'S. ILLUSTRATIONS of Superior Quality and of EXCELLENT and HIGH FINISH. FURNISHING of Portraits and Views and reproductions of the same on Paper, Canvas, or Opal. INSTANTANEOUS VIEWS, GROUPS and Portraits taken in any style of the studio and all Permanent Processes, are executed on Moderate Terms.

STUDIO-ICE HOUSE LANE. 181. Apply to SHARP & Co., Telegraph House, Hongkong, 12th October, 1891. [46]

EUROPEAN DENTIST. No. 10, D'AGUIAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 23rd September, 1891. [2176]

PORTLAND CEMENT. J.B. WHITE & BROS. SOLE AGENTS FOR CHINA, HOLLIDAY WISE & Co. Hongkong, 11th April, 1893. [2145]

WANTED. A SITUATION as CLERK in an ENGLISH ALCOHOLIC HOUSE. Advertiser holds First-class Home and Eastern Testimonials. Apply E. F. Day Press, Hongkong, 14th October, 1891. [2645]

VESSLS ON THE BERTH FOR NEW YORK VIA SUEZ. THE Steamship "GUY MANNERING". Captain Ford, will sail on or about the 18th instant, instead of as previously notified. For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents, Hongkong, 12th October, 1891. [2191]

UNION LINE OF STEAMERS. FOR NAGASAKI, KOBE, AND YOKOHAMA. THE Steamship "COLLINGHAM". Captain Watson, will be despatched as above on THURSDAY, the 24th inst., at Noon, instead of as previously advertised. For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents, Hongkong, 15th October, 1891. [2234]

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY. SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, HODEIDA, MASSAWAH, SUAKIM, JEDDA, SUZ, PORT SAID, BRINDISI, TRIESTE, VENICE, PIUM, (Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEBANT, and ADRIATIC PORTS.) THE Company's Steamship "ORION". Captain A. Orlando, will be despatched as above on THURSDAY, the 24th inst., at 3 P.M. prior to date of sailing. For further information as to Passage and Freight, apply to DAVID SASSOON, SONS & Co., Agents, Hongkong, 6th October, 1891. [16]

PORTLAND LINE OF STEAMERS. FOR HONOLULU, VICTORIA, B.O. AND PORTLAND (OREGON) VIA JAPAN. (Taking through Cargo to PACIFIC COAST PORTS, and to INLAND and ATLANTIC PORTS, connecting at PORTLAND with the OREGON RAILWAY AND NAVIGATION COMPANY, and with PACIFIC RAILWAYS.) THE Steamship "ZAMBELI". Captain Edwards, will be despatched as above on THURSDAY, the 24th inst., at 3 P.M. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents, Hongkong, 14th October, 1891. [2243]

"SHIRE" LINE OF STEAMERS. FOR NAGASAKI, KOBE, AND YOKOHAMA. (Via INLAND SEA.) THE Steamship "PLINTSHIRE". Captain Dwyer, will be despatched on or about FRIDAY, the 23rd inst. For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents, Hongkong, 17th October, 1891. [2261]

"GLEN" LINE OF STEAM PACKETS. FOR LONDON VIA SUEZ CANAL. THE Steamship "GLENBARN". Captain G'will, will be despatched as above on or about SATURDAY, the 24th inst. For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents, Hongkong, 7th October, 1891. [2273]

CHINA NAVIGATION COMPANY, LIMITED. FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, AND MELBOURNE. THE Company's Steamship "CHANGSIA". J. E. Williams, Commander, will be despatched as above on WEDNESDAY, the 28th inst. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloons and cabins are situated forward of the Engines. Second-class Passengers are berthed in the Prop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A daily qualified Surgeon is carried. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 14th October, 1891. [2242]

VESSLS ON THE BERTH FOR NEW YORK (via SUEZ CANAL). THE Steamship "HANKOW". Captain West, will be despatched as above on or about WEDNESDAY, the 23rd inst. For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents, Hongkong, 14th October, 1891. [2266]

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED. FOR LONDON AND PORTS OF CALL. THE Company's Steamship "KATOW". G. L. Castle, Commander, will be despatched as above on or about the 10th November. For Freight, apply to ARHOLD, KARBBERG & Co., Agents, Hongkong, 14th October, 1891. [2347]

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS. NOTICE. STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, ADEN, SUZ, PORT SAID, MEDITERRANEAN, AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA, LONDON, HAVRE, AND BORDEAUX. WEDNESDAY, the 19th October, 1891. At Noon, the Company's Steamship "SAGHALIEN", Commander Augé, with Mail, Passengers, Stores, and Cargo, will leave this Port for the above ports, and will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 20th October. (Parcels and Goods for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Route, and to Mexico, Central and South America, by the Company's and connecting Lines of Steamers.) Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:— 4 months \$337.50 12 months \$387.50 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P